

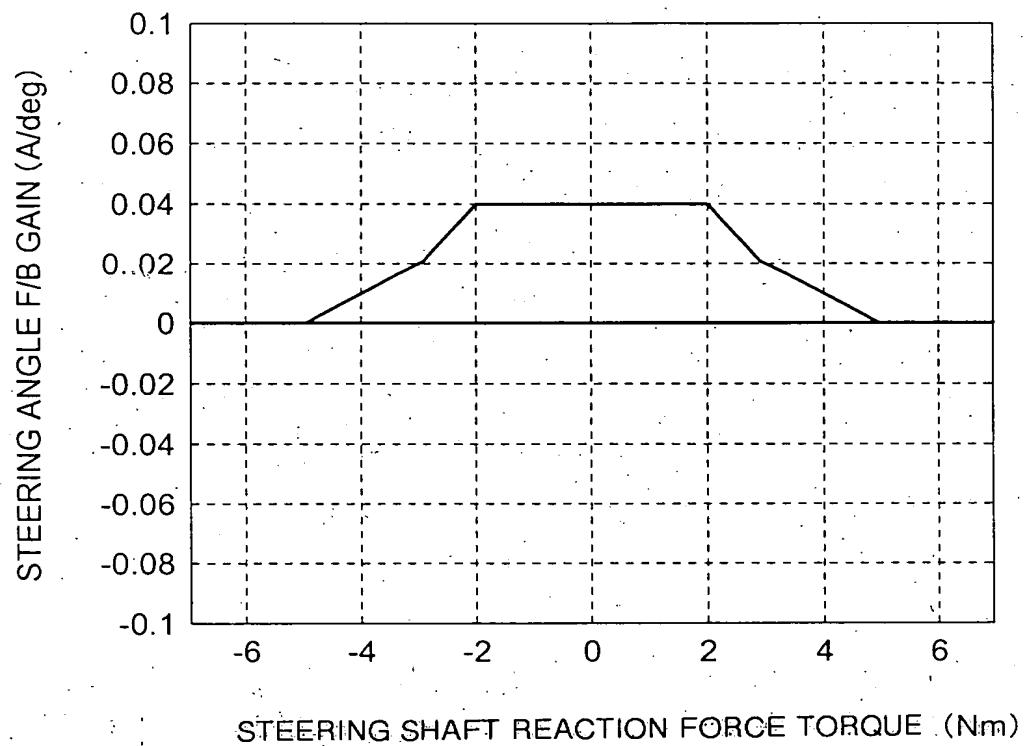
In re Appln. of Kurishige et al.  
Application No. Unassigned

*AMENDMENTS TO THE DRAWINGS*

The attached five sheets include changes to Figures 4, 5B, 6B, 24, and 25. An error in the label of Figure 4 is corrected and prior art labels are added to Figures 5B, 6B, 24, and 25.

Attachment: Replacement Sheet(s)

**FIG. 4**



**FIG. 5A**  
**CORRECTED STEERING WHEEL  
 ANGLE F/B COMPENSATION**

(PRESENT INVENTION)

— RELATIONSHIP BETWEEN STEERING WHEEL ANGLE  
 AND STEERING SHAFT REACTION FORCE/TORQUE

STEERING SHAFT  
 REACTION FORCE  
 TORQUE

STEERING SHAFT  
 REACTION FORCE  
 TORQUE

AFTER  
 COMPENSATION  
 BEFORE  
 COMPENSATION  
 STEERING WHEEL  
 ANGLE  
 LEFT DIRECTION

IMPROVEMENT OF  
 RETURN AMOUNT  
 AFTER  
 COMPENSATION

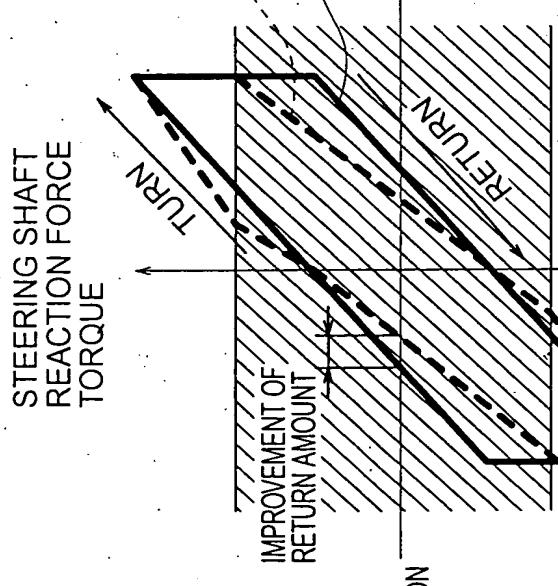
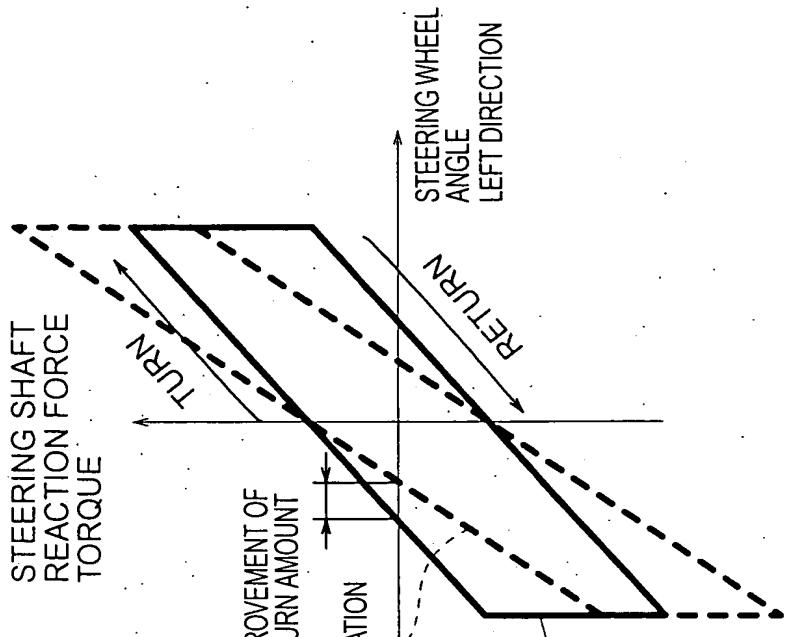
RIGHT  
 DIRECTION

BEFORE  
 COMPENSATION

AREA WHERE GAIN  
 IS SET LARGE

(CONVENTIONAL METHOD)

**FIG. 5B**  
**PRIOR ART**  
**SIMPLE STEERING WHEEL  
 ANGLE F/B COMPENSATION**



**FIG. 6A**

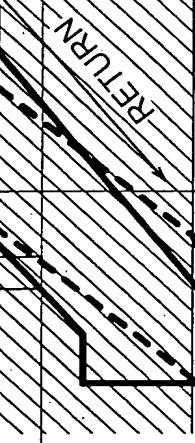
CORRECTED STEERING WHEEL  
ANGLE F/B COMPENSATION

(PRESENT INVENTION)

RELATIONSHIP BETWEEN STEERING WHEEL ANGLE AND STEERING  
SHAFT REACTION FORCE TORQUE (SLIPPERY ROAD SURFACE)

STEERING SHAFT  
REACTION FORCE  
TORQUE

RIGHT  
DIRECTION



AFTER  
COMPENSATION  
BEFORE  
COMPENSATION  
STEERING WHEEL  
ANGLE  
LEFT DIRECTION

IMPROVEMENT  
OF  
RETURN  
AMOUNT

BEFORE  
COMPENSATION

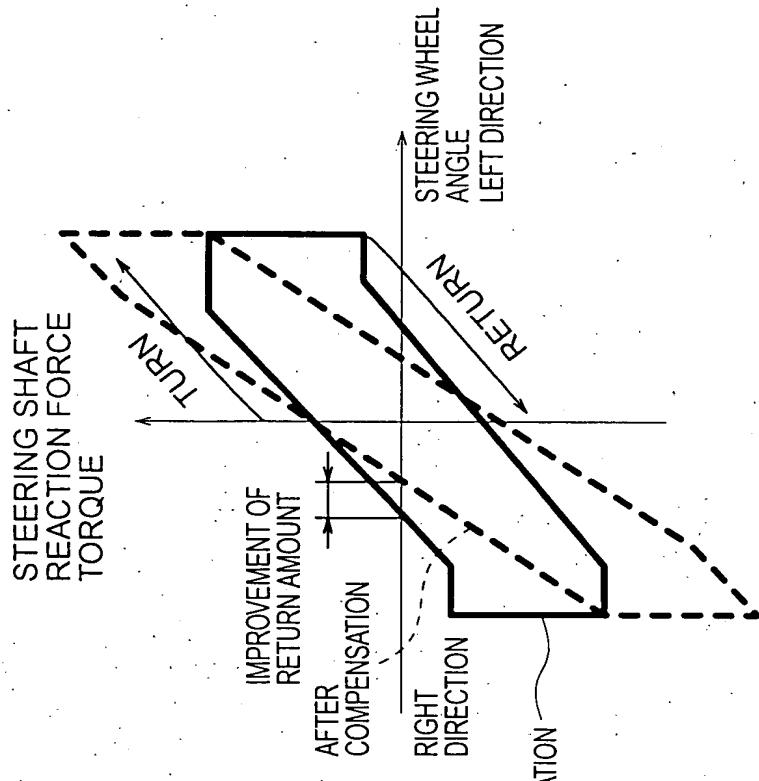
AREA WHERE GAIN  
IS SET LARGE

**FIG. 6B**

PRIOR ART

SIMPLE STEERING WHEEL  
ANGLE F/B COMPENSATION

(CONVENTIONAL METHOD)



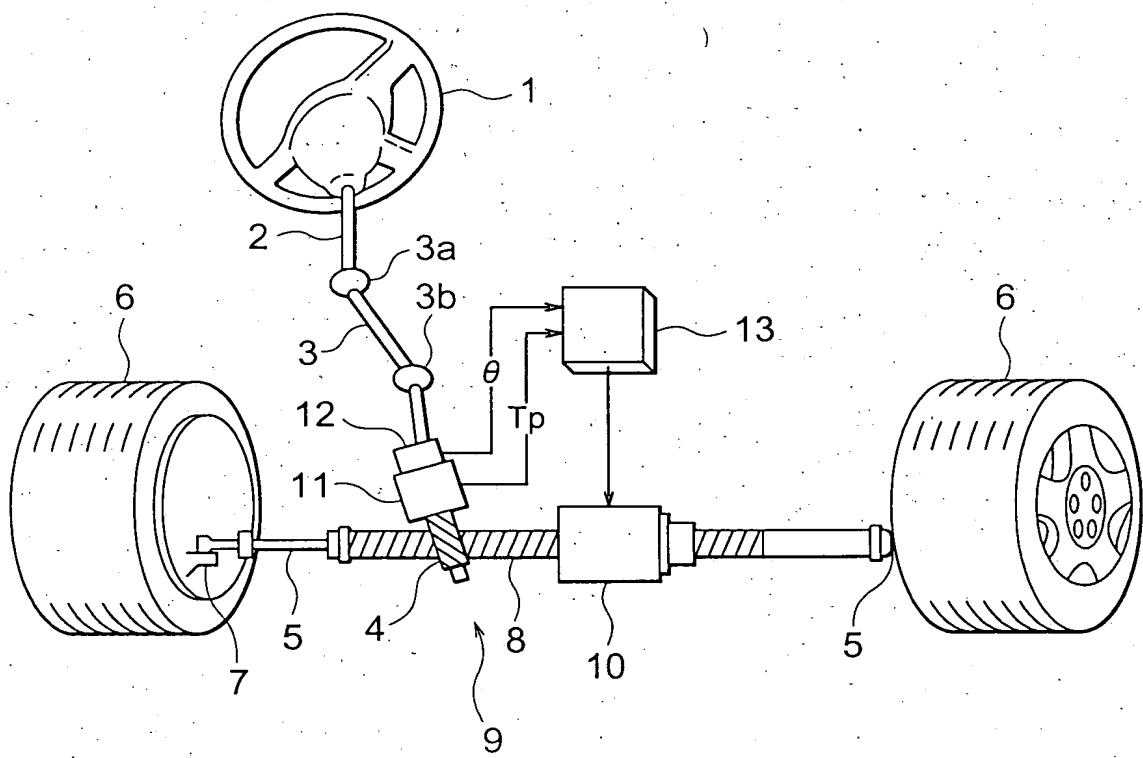
AFTER  
COMPENSATION  
BEFORE  
COMPENSATION  
STEERING WHEEL  
ANGLE  
LEFT DIRECTION

IMPROVEMENT  
OF  
RETURN  
AMOUNT

BEFORE  
COMPENSATION

STEERING WHEEL  
ANGLE  
LEFT DIRECTION

**FIG. 24**  
**PRIOR ART**



**FIG. 25**  
**PRIOR ART**

